Calendar

OCTOBER

25 Detroit, Hilton Garden Inn, Michigan Aeronautics Commission Meeting jointly with the State Transportation Commission starting at 9:30 a.m. For information Call 517-335-9943.

NOVEMBER

28 Lansing Capital City Airport, MDOT Aeronautics Auditorium 10a.m. Michigan Aeronautics Commission Meeting Call 517-335-9943.

JANUARY 2002

18-20 East Lansing , Michigan State University's Kellogg Center, Great Lakes International Aviation Conference. Bob Hoover, Jerry Cockrell, Vertigon Spatial Disorientation Simulator, Archie Trammell's Airborne Weather Radar Seminar, and much more. For further information, call 517-335-9880

Operation Good Cheer began in 1971, when there were sixty-six children involved. Operation Good Cheer has since grown over the past 30 years to include 33, private nonprofit child and family service agencies that provide out-of-home services for Michigan's children. This year, presents will be given to over 4,200 clients in foster care, residential treatment, and group homes across Michigan. Participants include infants, children, teenagers, and adults with disabilities.

Presents are picked up at 23 locations across the state by companies who volunteer their equipment and fuel, as well as drivers who donate their time. In all there is a total of 96 separate donor groups that are participating in the 2001 Operation Good Cheer program. More than 12,000 gifts will be delivered, sorted and distributed from IFL East and Tradewinds Aviation at the Oakland County International Airport.

On Saturday, December 8, 2001, the delivery of Christmas presents to sixteen airports across the state will be made possible through the aid of more than 100 volunteer pilots and their aircraft. Pilots will depart from IFL East and be met at each airport by agency volunteers who then distribute the presents. This impressive display of generosity provides thousands of children with presents and the joy of knowing that people care. Volunteers and pilots with aircraft are needed. For information, contact Katie Williams at 517-349-6226 or visit their website at www.cfsm.org.

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COMMISSION ACTION

The Michigan Aeronautics Commission met in Houghton on July 19, 2001. Among items acted upon was the approval of funding for airport improvements across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees.

Following are approved projects:

ALMA
Gratiot Community Airport - an allocation of $131,112 for clearing of vegetation, drainage improvements, and construction of an enclosure for the Simplified Directional Facility. The proposed budget consists of $118,000 federal, $6,556 state, and $6,556 local funds.

ALPENA
Alpena County Regional Airport - an allocation of $437,000 for purchase of snow removal equipment, update of the Airport Layout Plan, and for pavement marking and crack-sealing. The proposed budget consists of $393,300 federal, $8,000 state, and $35,700 local funds.

BATTLE CREEK
W.K. Kellogg Airport - an allocation of $177,000 for design work for taxiway construction and for an Airport Layout Plan Update. The proposed budget consists of $159,300 federal, $8,850 state, and $8,850 local funds.

BELLAIRE
Antrim County Airport - an allocation of $24,000 for design work for taxistreet construction and drainage improvements. The proposed budget consists of $21,600 federal, $1,200 state, and $1,200 local funds.

CHARLEVOIX
Charlevoix Municipal Airport - an allocation of $99,667 for acquisition of snow removal equipment. The proposed budget consists of $89,700 federal, $4,983 state, and $4,983 local funds.

FREMONT
Fremont Municipal Airport - an allocation of $30,000 for preliminary design work for the future extension of Runway 18/36. The proposed budget consists of $27,000 state and $3,000 local funds.

HOLLAND
Tulip City Airport - an allocation of $2,111,111 to purchase land for the extension of Runway 8/26. The proposed budget consists of $1,900,000 federal and $211,111 local funds.

MARSHALL
Brooks Field - an allocation of $40,000 to update the Airport Layout Plan. The proposed budget consists of $36,000 federal, $2,000 state, and $2,000 local funds.

MASON
Mason Jewett Field - an allocation of $52,600 to update the Airport Layout Plan and Phase II of the Airport Master Plan. The proposed budget consists of $47,340 federal and $5,200 local funds.

MONORE
Monroe Custer Airport - an allocation of $1,340,000 to construct a parallel taxiway. The proposed budget consists of $1,206,000 federal, $67,000 state, and $67,000 local funds.

OSCODA
Oscoda-Wurtsmith Airport - an allocation of $300,000 for design work for rehabilitation of the runway, taxiways, lighting, and fencing. The proposed budget consists of $270,000 federal, $15,000 state, and $15,000 local funds.

TRAVERSE CITY
Cherry Capital Airport - an allocation of $8,378,120 for the first phase of construction of a new terminal building. The proposed budget consists of $5,513,157 federal, $291,590 state, and $2,573,373 local funds.

Accident Reports

Accident Reports are reprinted from Federal Aviation Administration (FAA), National Transportation Safety Board (NTSB), or Police reports and are for information only. *Michigan Aviation* does not attest to the accuracy of these reports. We do not determine the cause of accidents; that is left to NTSB and FAA investigators.

June

8 Petersburg, Torno Micro Mong, personal flight, Injuries: 1 Serious; aircraft damage: substantial, Wx: Visual meteorological conditions. Accident Report: Aircraft damaged during an inflight collision with the terrain, following a loss of engine power during initial climb from runway 27 at the Air Rahe Ultralight Park. Witnesses stated, the aircraft experienced a loss of engine power approximately 70-feet above ground level (agl). The aircraft entered a left banking turn, subsequently striking the terrain.

12 Manistique, Giackino Rotorway Exec 162F, personal flight, Injuries: None; aircraft damage: substantial, Wx: Visual meteorological conditions. Accident Report: Aircraft sustained substantial damage when it impacted the water while maneuvering near Manistique River. The pilot reported that the main rotor drive belts began squealing and he was unable to maintain altitude.

21 Ann Arbor, Masko Mustang MI, personal flight, Injuries: 2 Fatal; aircraft damage: destroyed, Wx: Visual meteorological conditions. Accident Report: Aircraft, was destroyed when it impacted terrain following a loss of control while maneuvering in the traffic pattern for runway 6 at the Ann Arbor Municipal Airport (ARB). The aircraft had just completed a touch and go and was turning from the upwind to the crosswind leg.

23 Mt. Morris, Kaines Kitfox 2, personal flight, Injuries: None; aircraft damage: substantial, Wx: Visual meteorological conditions. Accident Report: Aircraft sustained substantial damage when it struck a tree and terrain after taking off from a privately-owned airport. During the takeoff and initial climb, the pilot reported a partial loss of engine power. Too late to safely abort, the pilot landed in a nearby pasture.

24 Brooklyn, Piper PA-28-181, personal flight, Injuries: None; aircraft damage: substantial, Wx: Visual meteorological conditions. Accident Report: Aircraft was substantially damaged when it was landed long and overran the runway end and struck a tree.

26 Hudson, Bellanca 7KCAB, personal flight, Injuries: None; aircraft damage: substantial, Wx: Visual meteorological conditions. Accident Report: Aircraft sustained substantial damage during a forced landing on a road near Hudson. The flight originated at Rochester, Wisconsin, and was en route to Wilmington, Delaware. The airplane had just had new wings installed in Rochester. An FAA examination of the aircraft's fuel system showed blockage in both of the left fuel tank pickup ports.

July

3 Mecosta, Piper PA-28-140, personal flight, Injuries: 1 Serious; aircraft damage:destroyed, Wx: Visual meteorological conditions. Accident Report: Aircraft, was destroyed on impact with terrain following a loss of engine power during takeoff from the Canadian Lakes Airport.

August

23 South Haven, Cessna C177 Cardinal, personal flight, Injuries: None; aircraft damage: substantial, Wx: Visual meteorological conditions. Accident Report: Aircraft landed runway 4, bounced three times, lost control, exited right side of runwaycausing substantial damage.

24 Newaygo, 1962 Navion L-V7B, personal flight, Injuries: 1 Fatal; aircraft damage: substantial, Wx: Visual meteorological conditions. Accident Report: Aircraft crashed under unknown circumstances in a wooded area and sustained substantial damage, the pilot / sole occupant suffered fatal injuries.

29 Detroit City, Falcon 20, Air Taxi flight, Injuries: None; aircraft damage: substantial, Wx: Visual meteorological conditions. Accident Report: Aircraft departed runway 33 and returned on left downwind runway 33, reported the door of acft was open, landed runway 33 with gear up and slid down runway into a cemetary.

September

4 Croswell, Mooney M20T, personal flight, Injuries: 1 Minor; aircraft damage: substantial, Wx: Visual meteorological conditions. Accident Report: Aircraft on departure struck wires and crashed in a field across the road.

4 St. Helen, Beechcraft BE23, personal flight, Injuries: None; aircraft damage: substantial, Wx: Visual meteorological conditions. Accident Report: Aircraft, on departure roll, crashed through a fence onto a road.

Aviation In-formation

Bureau of Aeronautics staff members have been busy this summer installing Automated Weather Observing Systems (AWOS) across the state. New systems have been installed at Beaver Island, Harbor Springs, Charlotte, Lambertville, Grayling, Oakland Troy, and Cheboygan. Once fully operational, AWOS data will be distributed via telephone, VHF radio, and the national distribution network. All systems should be certified by the FAA for operation by late fall. In addition, each site, with the exception of Grayling, will receive a pilot weather briefing system. Installation of AWOS and pilot briefing systems is part of the Bureau of Aeronautics' all weather access initiative .

The AIM has recently been updated. While this common event ordinarily doesn't warrant mention in *Aviation In-Formation*, a newly-added section is worthy of note. Section 7-6-4, entitled "Unidentified Flying Object (UFO) Reports," sets forth procedures for persons desiring to report UFO activity. It refers individuals to the National Institute for Discovery Sciences (NIDS) to make their reports. More information about the NIDS is available on their website at www.nidsci.org.

The National Association of Flight Instructors (NAFI) has announced that three Michigan flight instructors have earned the prestigious "Master CFI" designation. Thomas Gilmore, of St. Clair Shores, recently renewed his designation. He is the owner/operator of Gilmore Aviation Services. He also serves as an Aviation Safety Counselor for the FAA Detroit Flight Standards District Office. Thomas Grossman, of Galesburg, is chief flight instructor at Western Michigan University in Battle Creek. He is also coach of WMU's flying team, the "Sky Broncos." David Schrader, of Marshall, is assistant chief flight instructor at WMU. He is also program coordinator for the university's recurrent and continuing education department. Of the 78,000 flight instructors in the country, fewer than 300 have earned the designation of Master CFI. For more information, visit the NAFI website at www.nafinet.org.

The Michigan Aviation Hall of Fame held its 2001 induction ceremony on Saturday, October 6, 2001 at the Michigan Library History Museum in Lansing, Michigan. The inductees are:

Marvin (Sonny) Eliot, Pilot, TV and Radio Personality. Mr. Eliot enlisted in the U.S. Army Air Corps in 1943 and was assigned to the 392nd Heavy Bomb Group, flying B-24s for the Eighth Air Force in Norwich, England. He was shot down over Gotha, Germany and spent close to a year and a half as a prisoner in Stalag-Luft 1 in Barth, Germany. Still devoted to flying, with several thousand hours, he won many news media awards for the promotion and public awareness of aviation in his roles at WDIV-TV and WWJ Radio in Detroit. Sonny also received many military citations during his U.S. Army Air Corps career.

Major General John A. Johnston, Military Pilot and Administrator. Born on January 30, 1923 in Ripley, Ontario. General Johnston moved to Detroit with his parents later that year. He learned to fly and joined the U.S. Army Air Corps in 1942. General Johnston gained some of his 8000 hours flying 98 combat missions in a P-51 during World War II. He helped re-establish the Michigan Air National Guard in 1952 and retired in 1983 as Adjutant General of Michigan.

Allen H. Meyers, Pilot, Engineer, and Manufacturer. Allen Meyers began flying as a barnstormer in the early 1930s. In 1940 the Meyer OTW (out to win) biplane went into production in Tecumseh, Michigan. Other Meyers creations included the MAC-145 and the Meyers (Aero Commander) 200. He operated Meyers Airport at Tecumseh as a fixed-base operation. He was born in Allenhurst, N.J. in 1908and died in 1976.

B/Gen Arthur P. Tesner, Military Pilot and Administrator. Born May 22, 1930 in Detroit, General Tesner had a life of dedicated service to the U.S. Air Force and the Kentucky and the Michigan Air National Guards. He began his career as an ANG mechanic at Detroit Metro airport in 1950 and enlisted in the USAF in 1951. General Tesner earned his wings in 1955 and held a variety of flying, operations and squadron posts in the Air Force and Kentucky and Michigan Air Guards, eventually becoming vice wing commander at Selfridge ANGB all while working at Ford Motor Company. He retired from Ford in 1983 and became Assistant Adjutant General for Air at ANG headquarters in Lansing. He was promoted to Brigadier General in 1984. Before he died suddenly in 1999, General Tesner served as president of both the Kentucky and Michigan National Guard Associations, and was active in the Michigan Aviation Hall of Fame, and other organizations.

As the dawn patrol, fly-in, and airport open house season draws to a close, there are still many events for Michigan pilots to attend well into autumn. Fall color flying tours, pig roasts, chili feeds, and hay rides are examples of events across the state. Michigan Aeronautics keeps pilots informed with an up-to-date aviation calender on our website. Go to www.mdot.state.mi.us/aero/ to view the latest events.

With winter weather approaching, flying days will become shorter and less abundant. Why not fill some of that down time with the enjoyment of meeting other pilots and learning some safety tips by attending one of the Michigan Bureau of Aeronautics Wings Safety Seminars? This year's new topics include Cockpit Fatigue, Going Around, Flying with Kids, and Situational Awareness. If your flying club or group would just like us to sponsor Wings Safety Seminar, contact Bob Riffel at 517-335-9915 or riffelr@mdot.state.mi.us.

New Member Joins Aeronautics Commission

Sidney Adams, Jr., of Battle Creek, has been named by Governor John Engler as a member of the Michigan Aeronautics Commission. He replaces Tom Davis, who recently resigned. Mr. Adams holds a B.S. degree in Industrial Education from Alcorn State University. He spent three years as a surveyor and parachutist with the U.S. Army as a member of the 82nd Airborne Division. Following his military service, Mr. Adams began a 29-year career with the Veterans Administration. After his retirement, he established a computer and software consulting business. He also served as an adjunct professor at Western Michigan University. Mr. Adams is very active in the Battle Creek community, holding seats on many boards and committees including Battle Creek Unlimited, the Airport Advisory Committee, Battle Creek Community Foundation Leadership Committee, the NAACP, and the Urban League Board. He was also the 1996 recipient of the George Award. Mr. Adams and his wife, Janine, are the parents of two daughters and one son.

Great Lakes International Aviation Conference 2002

Legendary war hero, test pilot and air-show great Bob Hoover is expected to help draw another large crowd to the Great Lakes International Aviation Conference, January 18-20, 2002, in East Lansing.

The second conference at Michigan State University's Kellogg Center will provide aviation firms opportunities to meet with pilots, air traffic controllers, mechanics, students and other aviation enthusiasts.

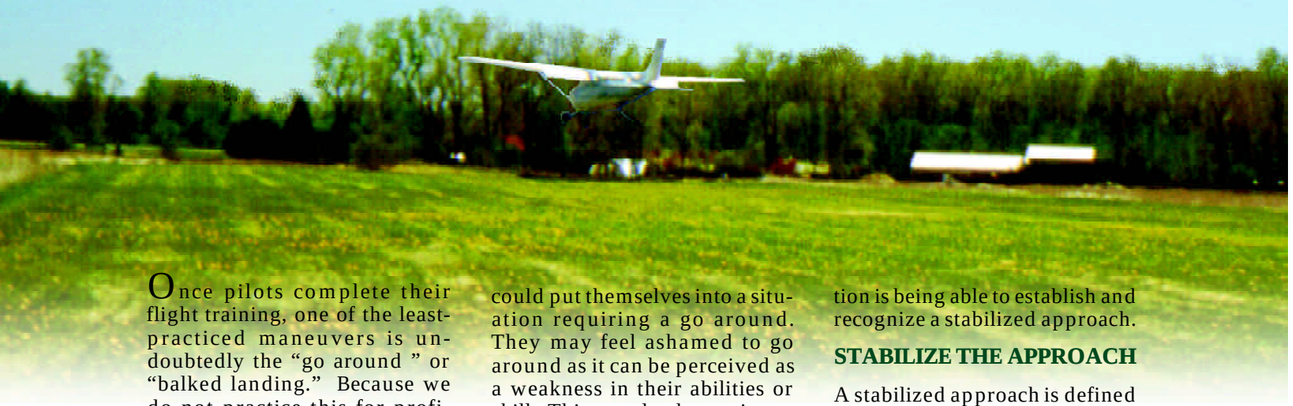
"There's no other conference like this in the region," said Bill Gehman, director of the Michigan Department of Transportation's Bureau of Aeronautics. "Last year's event was very successful at bringing together a diverse aviation audience to promote operational safety and industry advancements. We are anticipating an even larger crowd to take advantage of this excellent weekend of speakers, exhibits and fun."

Hoover, whose aviation feats began in World War II and continued as a U.S. Air Force test pilot, flew more than 300 different planes in his career and astounded audiences at more than 2,000 air shows. War-great Jimmy Doolittle called him "the greatest stick-and-rudder pilot who ever lived."

Joining Hoover will be psychologist Jerry Cockrell, one of the funniest speakers in aviation. The expanded schedule of training, including many new topics, will feature several sessions for inspector authorization renewal, as well as the popular Vertigon Spatial Disorientation Simulator. Archie Trammell will return with his Airborne Weather Radar Seminar. And, the first International Symposium on Communication in Aviation will offer several sessions related to linguistic and cultural competence in worldwide aviation.

For further information, contact Philip Tartalone at the Michigan Department of Transportation's Bureau of Aeronautics by phone at 517-335-9880, or by e-mail at gliac@mdot.state.mi.us. Information also is available via the Web at www.mdot.state.mi.us/aero/gliac.htm.

In the Know on How To Go Around



Once pilots complete their flight training, one of the least-practiced maneuvers is undoubtedly the "go around " or "balked landing." Because we do not practice this for proficiency as we do other flight skills, the "go-around" can also be one of the most critical and harried maneuvers a pilot may have to perform. The go-around requires a multitude of changes in a relatively short period of time. Some of these changes include transitioning from a descent into a climb, switching from low power to full power, raising the flaps from the full or approach position to a lesser setting and, if applicable, retracting the gear. All this must be done from reflex, with no hesitation, while maintaining situational awareness of what is going on outside the airplane.

DECISIONS, DECISIONS

Like many safety-critical phases of flight, safe landings are, in large part, the result of quality decision making. In fact, the single most important thing to know about landings is when to not attempt one. Likewise, the most important thing to know about go-arounds is when to do one. Ironically, this doesn't require and special ability or technique. It does, however, require the most important of all pilot skills -- judgement.

A pilot's mental attitude or personality traits can also influence the decision to go around. Pilots may find it hard to believe they could put themselves into a situation requiring a go around. They may feel ashamed to go around as it can be perceived as a weakness in their abilities or skill. This may lead to trying to salvage the approach and waiting too long to react appropriately.

It may seem like a mater of semantics, but rather than concentrating on when to execute a go-around, pilots may be better served by concentrating on when to complete the landing. In other words, plan to go around.

PLAN TO GO AROUND

A go-around is a normal maneuver. Consider that procedures for going around are published by aircraft manufacturers in the normal procedures section of the approved airplane flight manual, not the emergency section.

A go-around may be appropriate for any number of reasons including operational, environmental, or technical. Objects or wildlife on the runway, a preceding aircraft which did not clear in time, or traffic on an intersecting runway fall into the operational categories. Environmental reasons include strong or gusty crosswinds, tail winds, wind shear, low visibility, and turbulence. Technical reasons may be the most subtle and insidious, since they require the pilot to evaluate his or her own technique on each approach. The key to making this evaluation is being able to establish and recognize a stabilized approach.

STABILIZE THE APPROACH

A stabilized approach is defined as an approach with a constant glide path, at a constant airspeed, and requiring only small power changes. Furthermore, this approach should result in a landing within the touchdown zone of the runway. Generally, pilots are taught to select a touchdown point anywhere from 500 to 1000 feet from the runway threshold. These distances correspond to the fixed distance markers painted on many runways. The FAA *Practical Test Standards* for private pilot applicants specify a touchdown within 400 feet of the designated point. Many instructors teach that a good general rule of thumb is that if the airplane is not down in the first one-third of the runway, go around immediately and figure out why later.

Another guideline to use is that if an approach is not stabilized by (or becomes unstabilized anytime after) 500 feet above touchdown zone elevation, a go-around should be initiated. For smaller airplanes it may be appropriate to use a lower altitude than 500 feet. The point is that every pilot should designate an altitude below which every approach must be stabilized.

Here are some guidelines on how to recognize an unstabilized approach and when to execute a missed approach:

1. Large power changes are required to maintain either glide path or airspeed.

2. It appears that the airplane will touch down either before or after the touchdown zone.

3. Airspeed is not stable within +10 knots and -5 knots of target airspeed.

Now for the really important part. It is much safer and easier to initiate a go-around early in an approach rather that wait until the last second! Initiating a go-around early requires less extreme changes to regain the desired altitude, airspeed, and aircraft configuration. In extreme cases, attempting a delayed go-around may be worse than not going around at all.

Pilots of large, turbine-powered aircraft are trained that a successful go-around is unlikely once it has entered the "low energy landing regime." This regime is defined as when the airplane is in the landing configuration, descending, thrust is near idle, airspeed is decreasing, and near the ground. Due to the lengthy time (as much as eight seconds) it takes turbine engines to develop sufficient thrust, the go-around must be initiated prior to entering this low energy regime.

While piston engines react much more quickly to the application of power, pilots of these smaller airplanes can still relate to this "low energy" regime. Fixing an energy problem is easy if started early, but hard or impossible if begun late. Learning to recognize the need for a go-around early in an approach is an essential skill.

HOW TO GO AROUND

Once the decision not to land has been made, the go around must be a matter of reflex. The go-around sequence is essentially the same for all aircraft: a) apply power, b) establish the climb pitch attitude, and c) retract the flaps and landing gear. However, since each airplane has unique handling and performance characteristics, it is essential that the specific procedures outlined in the flight manual be learned and followed.

Generally, most small airplanes have similar procedures. First, full power is necessary to enable the aircraft to climb, or at least arrest any descent. This power must be applied smoothly to avoid any engine sputter or hesitation. To ensure that full power is available, remember to close the carburetor heat, if being used. Second, establish the pitch attitude that will result in the best rate (or angle) of climb. Once the pitch attitude and power are set, the next step is to reconfigure the flaps and landing gear. This is not the time to rush. Raising the flaps too quickly may cause the aircraft to settle causing the pilot to inadvertently react by hauling back on the elevator. This will only bleed off more airspeed and may result in a stall. Once the recommend speed is attained, the flaps should be reduced to the approach setting. Retracting the flaps in stages allows for reacting to the changes in pressures and attitudes. Raising the flaps just one notch above full flaps will unload a significant amount of drag without sacrificing a lot of lift, thus improving climb performance and controllability.

All aircraft do not act the same during flap retraction. Low wing airplanes tend to pitch up, which, if uncorrected, increases drag and reduces airspeed. High wing aircraft tend to pitch down, increasing airspeed but reducing rate of climb. Knowing your airplane and its tendencies during this critical phase of flight is essential.

Once trimmed out, pilots should then check for a positive rate of climb before retracting the landing gear. If not started early enough in the approach, the aircraft may actually touch down during the go-around until flying speed can be attained. Pilots should stay in the ground effect to cushion the airplane while gaining the necessary airspeed.

The power change instantly affects the pitch attitude and control pressures. Additionally, one must consider the effects of torque, P factor, and spiral slipstream. The prop wash over the tail wants to pitch the nose to the aircraft up resulting in greater drag and slower airspeeds. Down-pressure must now be applied to freeze the attitude of the airplane, preventing a stall, while arresting the descent as soon as possible.

After the go-around, pilots should take a few deep breaths, collect their wits and analyze the approach. Always redo the "before landing" checklist to avoid forgetting things like putting the gear down again due to distraction caused by the go around.

The FAA "Wings" program provides an opportunity to work with an instructor on go-arounds and other seldom-practiced procedures. Use this instruction time to practice in cross winds and executing go-arounds at different points on the approach. Also, try approaching with different flap settings and note the effects of the go-around with each setting.

Over half of all accidents happen during the landing phase. Any time you experience a deviation from a stabilized approach or feel behind the aircraft and things are not right, go around! Go-arounds are the topic of one of our newest pilot safety seminars. If your pilot group would like to schedule a pilot safety meeting, please contact us at 517-335-9915.